BUREAUCRACY

(See Editorial on Page 4)

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PAN-AMERICAN fisherman

SOME ASPECTS OF WORLD FISHERIES

By
DR. J. L. KASK

—Page 11

"CURLY" PARKE

YOUNG MAN
WITH
A FUTURE

—Page 9

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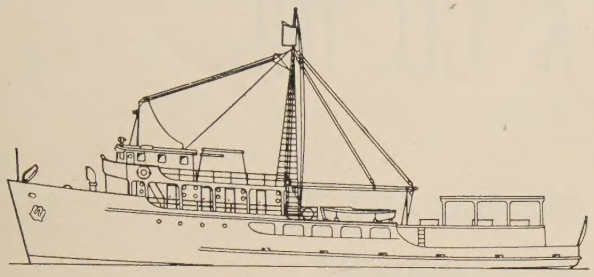

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combined with the magazine TUNAfisherman

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ABOUT THIS ISSUE:

OUR Men and Machinery section this month (page 10) is devoted to a story dealing with the A. B. Knowles insurance firm. As a matter of fact, the career of "A. B." himself would make an interestnig yarn. He's done a pretty creditable job, in the way of business success, from scratch, and the way his organization is growing bids fair to bring him even more prominence in the business world.

"A. B.," a six-foot-one-inch, 225-pound gentleman of easy-going disposition and good manners, was born in Fruitvale, California, on May 15, 1895, the youngest of a family consisting of three brothers and one sister. His father died when he was nine months old, leaving his quiet, song-loving mother with quite a problem on her hands. However, "A. B." managed to get through High School and Business College, and then went in for the career. Currently president of the organization of the same name, his group is United States Marine General Agents for the Utah Home Fire Insurance Company and Pacific Coast Managing General Agents for various other insurance companies.

The fact that "A. B." got into his present occupation is a source of mystery to some of his early-day friends. At one time, so the records go, he was something of a fanatic for Civil Engineering, and, in fact, he worked on construction for the Southern Pacific Railway company, as a timekeeper and later as a transit man in Oregon, as a means for breaking in. After completing his business college course, however, he returned to San Francisco, in 1915, and entered the insurance field. Except for service in the Field Artillery during World War I, he has so been engaged since. (As a matter of fact, he also took an active part in World War II. As a member of the Coast Guard Service for security for San Francisco, he was polished off as an Ensign.)

Today, "A. B." spends most of his time at the Knowles main office, although the firm maintains branches in Seattle, Washington, and Los Angeles. In response to questions which we asked him recently, he says, regarding his views on war, marriage, habitat, etc:

"I maintain an apartment in San Francisco, and own a 1,600-acre ranch in Sonoma County, California. It has 70 acres of vineyard devoted to producing wine grapes, and some Berkshire hogs and cattle. I early acquired a love for Sonoma County, which probably dates back to my days as a boy. The main house is large, and constructed of field stone and redwood. I've also got a garden, of which I am very proud. Although I am very much interested in the affairs of my country, I have never had an urge to run for public office. I have been a fairly consistent Republican, and a Protestant, although not radical in either case. For hobbies, I collect paintings, when I can get good ones. I have a number of excellent examples, and, I might add, I let off steam and relax by acting. At one time, I acted professionally in a number of musical comedies, such as Gilbert and Sullivan productions, and to keep my hand in, I still take part in those in which I am qualified to participate in San Francisco, Oakland, and Santa Rosa. My voice is baritone, but it's getting a little harsh with age. However, I can still carry a tune. Overall, I am pretty well wrapped up in my business, and I haven't been allowed much time to figure too many ins and outs on how the world is run. It seems to me that it gets along fairly well without my help.

"I don't have the time to get in the reading that I'd like; for one thing, I like to spend my leisure, as much as is possible, with my grandson. My son is Barton Harvey Knowles, six-foot, 180-pounder, and a good athlete. He is a University of California man, with a post-graduate course under his belt, majored in Librarianship."

EDITORIAL

BUREAUCRACY! *How Far Can It Go?*

Whether or not General Douglas MacArthur, by virtue of extending Japan's fishing territory once again, and the State Department, by way of refusing to change its stand on the fisheries import question, are collectively attempting to cripple an industry is something that this page does not know. But the fact remains, inadvertently or not, our industry today is in a bad way as the result of the machinations of both. Concern, if not outright alarm, over rising imports is evident in even the more optimistic and cautious sentiments among San Diego's sprawling tuna industry.

"Tuna caught by Japanese ships and packed in Japanese canneries is entering U. S. markets in a rapidly increasing volume that may soon reach the danger point," Westgate-Sun Harbor Co. reported yesterday.

"For the first time since before the war, Japanese tuna is creating a notic-war, Japanese tuna is creating a notice-the company said in a report to its employes. "It is far outstripping South American tuna as the major source of foreign competition competing with the output of U. S. plants."

A total of 4,894,874 pounds of tuna was imported to this country in 1949. This was equal, according to an estimate by American Tunaboat Association, to 12.1 per cent of California's total production. Imports included 1,816,946 pounds from Japan; 1,809,922 from Peru; 438,557 from Portugal, and lesser amounts from 12 to thirteen other countries. The Westgate-Sun Harbor report added:

"Japan's fisheries are recovering with amazing rapidity and are pouring hundreds of thousands of cases and thousands of tons of raw fish into the United States this year. The 22½ percent tariff imposed on Japanese imports provides little or no protection to tuna canneries in this country since the lower standard of living of the Japanese enables that country to absorb this tariff and still undersell in the United States."

The percentage of imported tuna was a relatively unimportant factor from 1940 to the end of 1948. It varied from a low of less than 1 percent of the domestic pack in 1942 to 5, 6, 7 and 8 percent during the other years. Imports amounted to 6.4 percent in 1948.

The 1949 figure of 12.1 percent was slightly below the 14.6 percent of 1939, but both trade and government sources are certain that another sharp rise will be shown when 1950 imports are completed. What is the full potential of tuna production in other nations? These pre-war import figures may give some idea. The following table shows year-to-year imports as a percentage of total California productions:

1931	3.9	percent
1932	24.3	"
1933	50.2	"
1934	20.2	"
1935	15.7	"
1936	12.6	"
1937	17.4	"
1938	15.0	"

However, the tariff on tuna imports was not reduced from 45 to 22½ percent until 1943—a fact which may indicate that the present low rate will be dangerous to the domestic industry.

"That Japan is a potential menace to the American tuna industry can be seen from the fact that before World War II, its production was three times greater than that of the United States," according to Westgate-Sun Harbor officials who added:

"Japan accounted for one-third of all fishing tonnage in the world at one time. Now, with the assistance of the United States as the occupying power, Japan's tonnage of tuna fishing fleet afloat is back to its pre-war level.

"Vast areas east of Japan, to the 180th meridian, have been opened to these vessels in recent months, enabling a tremendous acceleration of the industry's output. Hitherto, the Japanese were restricted to fishing off the southeast coast of their own country and the islands to the south." The firm said that most Japanese tuna is going to jobbers in large eastern seaboard centers at prices averaging $1.75 to $2 a case less than the American commodity.

"This tuna has a ready market in industrial centers where shoppers choose strictly on a price basis," the company said. "The retail price of Japanese tuna is likely to be 4 to 5 cents a can less than the domestic product." The present situation, it was emphasized, is only the beginning of a problem that will become increasingly acute unless restrictions are placed on the importation of foreign products.

This page was more than pleased when, the other day, a little piece, written by National Fisheries Institute, showed up on the subject of Harald Synnestvedt. It tells a pretty complete story, in few words, about one of the nicest, as well as one of the smartest, members of the fish business. Here it is: "So successful was the record of Harald Synnestvedt as President of N.F.I. during the past year that every effort was made to prevail upon him to serve a second term—but his answer was that he felt in a national organization, at least during the early years, it was best to hold the presidency for only one year, thus passing the presidency to other parts of the nation. Mr. Synnestvedt accomplished what he set out to do at the beginning of his term when, in his introductory speech at the 1949 convention, he said his chief goal would be to put N.F.I. on a firm financial basis, including some method whereby members would be billed for a specific amount of dues. With the able assistance of his officers and the chairman of a special dues task force, Charlie Alhadeff, and the 100% support of the directors, Mr. Synnestvedt's goal was achieved and the program is now being launched. It is up to every member of N.F.I. to carry out this new program which is a result of several years' careful study and planning, culminated by Charlie Alhadeff's nation-wide tour to discuss the problem personally with officers and members, and his final report which was unanimously adopted by the directors in Chicago.

"In short, Harald Synnestvedt's term ended, like other things he has undertaken, in a blaze of glory. Mrs. Synnestvedt was always on hand to support her husband, and her charm and graciousness at every function of N.F.I. during his term of office played a prominent part in the success of his administration. In recognition of Mr. Synnestvedt's service, the N.F.I. membership presented Mr. and Mrs. Synnestvedt with a silver tray suitably inscribed. Carlton Crawford, president in 1948, served as chairman of the board of directors the past year, and under the terms of the by-laws he will now be automatically succeeded by ex-President Synnestvedt. The national strength of N.F.I. is reflected in the fact that during the coming year our president will be from Boston and our chairman of the board from Seattle, strong spokesmen from the East and the West."

The GLOBE

An International News
File compiled by
FOREIGN BUREAUS
of
Marine Press Association

Oslo, Norway.—Norwegian brisling-sardines, which have been supreme in world markets because of their exceptional qualities, now will have a worthy competitor in Norwegian herring—or sild-sardines, according to a report of an engineer in the Canned Fish Industry's Quality Control Laboratory quoted in the February 23 Fiskaren, a Norwegian fishery periodical. A discovery has been made which improves the quality of herring, at the Canned Fish Industry's laboratory in Stavanger. The result of the experiments, which have been conducted with a revolutionary flavoring, monoaatrium, will put the Norwegian canning industry in a position to deliver a quality canned product which will be better, it is claimed, than the Spanish or French sardines. The research conducted has shown that unpleasant taste and odor is due to a substance in the raw material called aminooxide. When packing herring, it is necessary to remove or neutralize this substance. To accomplish this, a simple chemical operation has been found. After the oxide has been removed, a herring- or sild-sardine is obtained which ripens just like the brisling-sardine. The canning laboratory has obtained world patents on the method.

Bergen, Norway.—A Norwegian has invented a vacuum pump for discharging herring from holds of vessels. Up to the present time, only one has been constructed, a December 29 dispatch from the American Consulate at Bergen reports. This pump has been undergoing tests in Norway since shortly before Christmas with what is said to be excellent results. The inventor, S. O. Jacobsen, has turned over manufacturing and sales rights to a Norwegian firm in Oslo. The firm hopes that some 15 pumps will be ready in time for use during the coming summer's herring fishing off Iceland. The inventor stated that his invention pumps herring a height of about 20 feet at the rate of 200,000 pounds per hour; at 16 feet, 400,000 pounds per hour; and at 10 feet, 800,000 pounds per hour. The pump is able to pick up dry cargo, i.e., deck loads. In other words, water does not have to be added to fish cargoes to improve suction. This ability to work dry cargo is said to reduce up to 20 percent the fat value lost under ordinary unloading methods. Fish discharged through the pump does not come in contact with any moving part of the vacuum-producing mechanism and tests to date show an average of not more than two damaged herring for every 200 pounds. The present model weighs approximately 1,800 lbs., but the inventor believes it will be possible to reduce this by one-third when the pump goes into production. The unit housing the vacuum-producing motor mechanism, discharge ports, and the automatic device computing the volume of fish discharged measures approximately one cubic yard; it can therefore be moved about quite easily. A rubber suction hose has given best results; for discharging herring such a hose must be at least eight inches in diameter. The inventor believes his pump can produce sufficient suction to discharge any reasonably sized fish, i.e., cod. To handle large fish merely entails a larger hose. The pump can also be installed on the decks of fishing vessels for emptying nets at sea. The experimental pump now in operation is powered by a 2½ h.p. electric motor which uses from 8 to 10 amperes at 700 r.p.m. The Norwegian firm does not desire to manufacture the pump in Norway for export to the United States, according to reports, preferring to license American manufacturing rights to a firm in the United States. The invention has been patented in Norway and applications for patents have been filed in 17 other countries, including the United States. The trade name given in the American patent application is "silverpump."

Reykjavik, Iceland.—Discussions regarding the trade agreement negotiations with Iceland took place in Hamburg on March 6, with specific reference to the distribution of the amount of 2.5 million dollars provided for Icelandic fish imports, according to a March 17 American consular report from Hamburg. Subject to the agreement of both governments, the amount of $2.5 million for the importation of fish from Iceland to the German Federal Republic will be divided as follows: $1.8 million for fresh fish (including $200,000 for frozen fish); $0.4 million for salted herring; $0.2 million for fresh herring; $0.1 million for salted fillets, salted fish, and dried fish. With the exception of the allocation for fresh fish (excluding frozen fish), the above amounts are to be considered on an f.o.b. basis. If occasion arises for any adjustments, these will be determined at a later date. Fresh fish are only to be imported during the period of August 1 to November 15. The Icelandic delegation again expressed the wish that the total amount for imports be increased to $4.5 million, but this was refused by the Germans.

Valparaiso, Chile.—A fishing trawler (300 gross registered metric tons) and 2 fishing cutters are being fitted in Hamburg for the long voyage to Valparaiso, Chile, where they will fish in Chilean waters for three years, a March 17 American consular dispatch from Hamburg reports. This is part of a German-Chilean cooperation plan, instigated by a Hamburg exporter and shipowner, together with a Chilean-Swiss industrial syndicate which will establish a fishing industry enterprise in Chile. In the vicinity of Valparaiso, large factories will be set up where 150 metric tons of fresh fish can be handled daily. A daily production of 50 tons of canned fish and 100 tons of fish meal is planned. No decision, however, has been made yet in regard to the exact location of these plants since it depends on the water facilities. The city of Quintero is considered especially suitable since 656 feet of wharf space are available for the small fleet. A number of Hamburg firms will participate in the shipment of equipment for canneries, cold storage plant, a fish meal factory, etc. German technicians will help to set up the factories. The Chilean government is extremely interested in this project since Chile owns no fishing vessels. Long fishing trips will not be necessary for the fishing banks are right off the Chilean coast.

EBB 'N FLOW

Enroute
Jackson & Chapman

BOAT SEIZURE

Action:

On May 3rd the 5 Gulf shrimp boats which were held in Tampico by the Mexican Government since April 23rd were released and are now in Texas. After numerous conferences between National Fisheries Institute and Dr. W. M. Chapman of the State Department, and meetings held in Mexico City with Captain John Santos and Ray Steele and the U. S. Ambassador, Walter Thurston, the fines invoked by the Mexican Government were paid under protest of innocence upon advice from the Ambassador's office. Following the departure of the shrimp boats from the Mexican waters our State Department sent a strong protest note through the U. S. Ambassador to the Mexican Government. The contents of this note and its acceptance are being withheld until a reply has been received from the Mexican Government.

Tampico Conclave:

After leaving Mexico City, Captain Santos and Steele were present in Tampico for preliminary hearings regarding a charge of the Mexican Government that one of the guards placed on one of the shrimp boats had been pushed overboard at Tampico. At the present time, the American crew member is being held in Tampico subject to further hearings. In the meantime, the State Department for a number of days has been conducting a complete investigation to make sure that the crew member's rights are protected and, also, arrangements were made by Steele and Santos for legal representation at further hearings. From information obtained from other crew members on the boat involved, the guard actually took a dive overboard and a rescue boat was already half way out to pick him up before he took the dive. Every action is being taken to obtain the release of this crew member as soon as possible.

To Brownsville:

From Tampico Santos and Steele went to Brownsville. On the evening of May 4th, a meeting was held of the Brownsville Shrimp Producers Association. The attendance of 45 clearly indicated the unity which exists in the shrimp group in the fight with the Mexican Government. Talks were made to the group by Carlton Crawford, ex-president of N.F.I., J. R. Clegg, N.F.I. director, Judge Bascomb Cox who represents the local industries, and N.F.I. counsel, Ray Steele. Acting chairman of the meeting was Virgil Versaggi. A unanimous resolution was passed instructing acting chairman Versaggi to request Congressman Thompson of the House Fishery Sub-Committee to hold a hearing on the whole Mexican shrimp situation in the state of Texas. Also, the entire group brought up for consideration a suggestion to change the name of Brownsville Shrimp Producers Association to Texas Shrimp Producers Association. (Following the foregoing action Captain John Santos led a drive at the meeting for new memberships in N.F.I. with actual dues being set and collections started. This probably will be the largest new membership meeting ever held by N.F.I.) Later, N.F.I. consulted with Congressman Thompson, who stated that he had received the request from the Brownsville Association for a hearing to be held in Texas and that he would investigate every phase of the case before determining any decision of the hearing itself. Congressman Thompson particularly pointed out that he wanted to give careful thought to every future action of his committee to be certain that the shrimp group who were involved with Mexico would be protected to the fullest extent and the best possible settlement of the case be made.

NEW HAND

At French Sardine:

Robert K. Pedersen, Department of Fisheries biologist, has accepted a position in private industry with the French Sardine Company, of Los Angeles, as head of a new quality control and development division being created by the firm. The 30-year-old Broadway high school and University of Washington graduate has been working on stream improvement problems and technological research for the department since the war. He also was employed for a time by the U. S. fish and wildlife service. While with the department, Pedersen developed new methods of smoke-curing salmon that have been widely adopted in the industry. Recently Mr. Pedersen has been doing research on the fishery damages that would be caused by Ice Harbor Dam and Tacoma's proposed Cowlitz structures.

CONSTRUCTION

Shrimp Business:

Construction of 25 welded-steel shrimp trawlers, each costing approximately $50,000 has started at the San Diego shipyard of National Steel and Shipbuilding Corporation, according to C. Arnholt Smith, president, who announced conclusion of negotiations to secure a $1,250,000 Export-Import Bank loan to finance construction of the vessels for two Mexican shrimp packing firms. The new vessels, similar to those built by National Steel in 1948 and 1949 for Mexican shrimp packing firms will begin to roll from the San Diego firm's famed fishing boat "assembly line" within the next few months.

To maintain this fast delivery pace without interfering with the firm's extensive ship repair business and other shipbuilding activities, it has been necessary to hire an additional 150 trained shipyard workers and to operate three shifts daily, Al Brosio, National Steel's vice president and general manager, said.

Sub-Assembly Basis:

Using the high-speed fishing vessel construction methods it pioneered immediately after World War II, National Steel will produce the new trawlers on a sub-assembly basis. Major sub-assemblies will be built "on the flat," later mated on the ways. Smith pointed out that negotiations for the Export-Import Bank loan and to settle contract details have been under way for nearly a year. To conclude negotiations, George Dew, shipyard manager, and Ray Fox, executive vice president, traveled to Mexico City to confer with government and packing plant officials. While size and performance details of the new vessels have not been revealed, it is expected that they will be quite similar to the vessels in the two shrimp trawler fleets previously built by National Steel. These earlier trawlers, of welded-steel construction, were ice refrigerated, and powered by 85-hp diesel engines.

FROM NATIONAL CANNERS

More MacArthur:

The Department of State has furnished what apparently is a news item appearing in a Tokyo newspaper, reporting an extension of the authorized Japanese fishing area *southward to the Equator*. The article is reproduced below exactly as it was furnished to this division:

"Tokyo Central News in English Morse, May 12, 1950.

"Tokyo—General Douglas MacArthur today authorized extension of the Japanese fishing area toward the south to the Equator.

"The new expanded fishing area for the Japanese will include waters in the trust area around the Caroline Islands, the Marianas and the Marshall Islands, and exclude the Gilbert Islands.

"No fishing vessels will, however, be allowed to approach closer than three miles to any land not under the administrative control of the Japanese Government.

"The new SCAP directive will authorize Japanese tuna fishing expeditions to the Equator similar to the Antarctic whaling expeditions.

"SCAP representatives will accompany each fleet to insure that Japanese fishing expeditions do not violate international fishing regulations."

The State Department reports that this news item was received through official channels, i.e., the Army. It seems likely, therefore, that the Department has received no official report or dispatch from Tokyo; that SCAP apparently has taken this action without notifying the State Department of its intention to do so.

FAR EAST VISITOR

From Japan:

Dr. Yoshio Hiyama, special adviser to Allied headquarters in Tokyo, told newsmen in San Francisco that heavy demand is threatening Japan's fishing resources. Conservation is necessary, he said, if the fishing industry is to continue to supply Japan with the bulk of its food protein. Dr. Hiyama arrived in San Francisco the week of May 1-6, and will make a three months' tour of the country studying American policies, conservation methods, enforcement of fishing regulations, etc. He is professor of fisheries in Tokyo Imperial University.

Food Issue:

Dr. Hiyama said the fishing industry, Japan's principal food industry, supplied the nation with 70 per cent of its protein before the war and now exceeds that figure. The country needs about 3,000,000 metric tons of fish annually, he said, and this demand is exhausting its resources. Just what the answer is he does not know but conservation, increased pond culture of fish, larger production of shell fish, seaweed and other products will help solve the problem.

Shortages:

Japan has had a shortage of sardines in recent years, Dr. Hiyama will discuss this subject with America fishing authorities in an effort to determine whether the situation is parallel to that experienced by the west coast. The shortage began about 1943 in Japan, somewhat earlier than here. Production started upward last year. The SCAP adviser also is interested in game fishing clues. He is official advisor to the Sport Fishing Club Association of Japan. Dr. Hiyama has arranged for an exchange of aquarium fish between the Steinhart aquarium here and the Tokyo Imperial University.

REMUNERATION

To the Senate:

A bill to pay two Long Beach, Calif., fishermen $2,500 for the loss of their fishing boat, set adrift by the Coast Guard during a storm, passed the House today. It now goes to the Senate. The boat owners, Ira D. Doyal and Clyde Doyal, lost their power while anchored off El Segundo in February, 1942. A Coast Guard cutter on submarine patrol picked up the crew and took the boat in tow. The cutter later was ordered to abandon the fishing boat. The commander cut it adrift, without anchor. It wrecked off Redondo Beach.

FIESTA

At Guaymas:

This year's Fiesta de la Pesca at historic old Guaymas, Sonora, Mexico, was very little different, from a standpoint of color, romantic costumes and the general run of celebrants than others in the past. One of the two annual celebrations so loved by Guaymas' people, the Fiesta also brought in the usual number of tourists and fishermen. These included Peter Bullen, Drake and Bullen, of San Diego, California; Mrs. Bullen, Arne Strom, President, Harbor Boat and Yacht, San Diego, and Louie Bianchi, a Field Engineer for Seattle, Washington's Washington Iron Works; George Dew, National Steel and Shipbuilding Corporation, San Diego and others.

But this year's Fiesta had a special significance in one way. General Silvano Perez Ramos, President, Fomento Maritimo, Guaymas, chose the occasion to announce formulation of an organization to set up one of the biggest floating Yacht Clubs in the world. In company with Colonel W. Marc McCausland, III, who will act as Vice-Commodore, Ramos said that, by this time next year, the club would be open for business, and that memberships currently were being accepted. The club will be built around a converted tug; it will have 20 beautifully-appointed state rooms, complete with restaurant, cocktail lounges and amusement rooms, and will operate up and down the bay of Guaymas. It looked like the little city had become even more awake to its future.

INNOVATION

Miami and San Diego:

When Anthony C. Martinolich, one of the West Coast's crack shipbuilders, ran into George J. Wildt in Miami several months ago, the conversation, for a few minutes, involved nothing more than that which could be expected between two engineers. But out of it came a development that should mean much to all boat owners. In fact, Wildt at present is in the final stages of setting up a complete propellor press at Martinolich's San Diego, California, yard, at a cost of some $25,000. (Details will appear in the July issue of *Pan-American Fisherman* magazine.)

APPOINTMENT

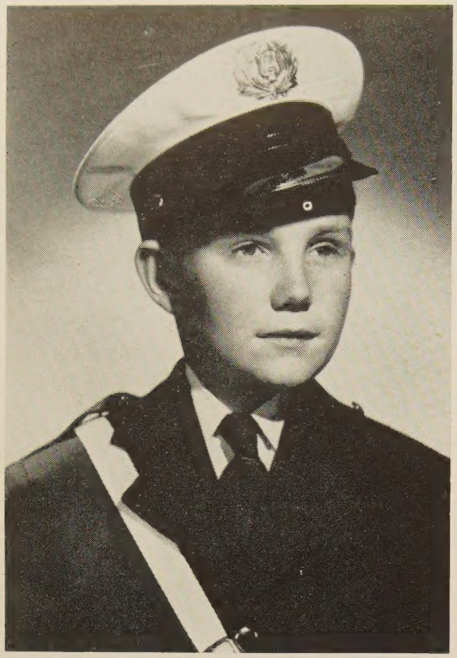
To Superior:

Appointment of F. H. Kilberry as management consultant in charge of the Superior Engine Division of The Na-

(*Continued on page 15*)

Pleased

Announcement of the new Guaymas Yacht Club brought pleased expressions to the faces of General Silvano Perez Ramos, his daughter (left) and Mrs. Ramos.



Musician

Lawrence Dale VanBuren, son of Mr. and Mrs. L. H. VanBuren, is in Bonham Brothers Band, and has played in concerts. He has also been listed in the first group to be given citations for good conduct. Lawrence's father is engineer on the *M. V. Commodore*.

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Press-O-Grams

With HAP HOLLIDAY and PHIL BERTRAM

Just about anything can happen on *Voice of the Fisherman* radio program. For one thing, the beautiful sailing yacht, *Santana*, arrived in San Diego harbor after participating in the Ensenada yacht race. The *Santana* is owned and operated by Humphrey Bogart, famous Hollywood screen actor. The program had high hopes of having Bogart appear on the program, to tell the listeners about the race. After contacting him, he said he would be very happy to appear, but would first have to check with his studio in Hollywood for permission. This was not granted, however. Bogart regretted not being able to inform the listeners as to the details of the yacht race, but sent his best regards to the radio audience.

Bill Robinson has resigned as production manager at High Seas Tuna Packing Company. His plans include a vacation before accepting one of the many offers he has had within the industry. Good luck, Bill, in any of your undertakings, and you will surely be missed by all of your associates. . . . Lou Bugdonovich from French Sardine will replace Mr. Robinson. . . . Waterfront salesman for Clifford's Market, Bill Magellan, really goes after business the hard way. It seems that bill went aboard the *Monarch* recently and tried to get a grocery order. After being turned down, he started to leave the boat, but misjudged the distance between the dock and the boat, and, yes, that's right, he fell in the drink, clothes, watch, and all. Skipper Batista felt so sorry for him that he gave Bill the order. . . . Here's something to remember when getting off a boat: If you can't make it in one step, you can always make it in two. . . . Bill Williams, well known waterfront man for Bill Keating's oil filter service, has been in the hospital recuperating from surgery. After inquiring as to how Bill was getting along, we found that something dreadful happened during his stay at the hospital. When asked what it was he said, "The Mercy Hospital is swell, and the treatment and service I get is wonderful. Every time I get thirsty, all I have to do is press the buzzer and I get a drink of water. The only thing wrong with that is, I am getting to like the stuff! . . . The *American Lady* encountered engine trouble at Turtle Bay shortly after leaving port on their last fishing voyage . . . a wire was sent to Walker Atwell for parts and he sent what they needed in his own company's plane . . . the parts were delivered O.K., and the *American Lady* is now repaired and successfully under way. . . . Ralph

(*Continued on page 14*)

Contestants

Pilot Mrs. Dottie Sanders (left) and co-pilot Mrs. Doty Prario (right) stand beside the two-place Cessna sponsored by Van Camp Sea Food Co., Inc. in fourth All-Woman Transcontinental Air Race.

"Curly" Parke

Young Man With a Future

LAST month Dr. W. B. Chapman, Special Assistant to the Under-Secretary for State for Fisheries, Washington, D. C., wrote a bang-up story for a national magazine, in which he advised young Americans who have a yen to succeed financially, to get into the Commercial fishing business. What he could have added is that there also is a big opportunity for enthusiastic youngsters in many "fringe" businesses of the industry—at least if the recent bang-up success of "Curly" Parke of Long Beach, California, is any criterion.

Parke, who currently is sole owner of Jerry's Boat Sales, Postoffice Building, Terminal Island, California, has set himself up in a manner that makes you feel good. A boat salesman for the firm barely three months ago, he bought the place with very little capital, and, by virtue of back-breaking labor, he's on his way. More, he can lay claim to one laurel, young as his ownership may be. He has sold the first commercial fishing boat to El Salvador, a country of 2,500,000 people. Indeed, enthusiasm for the project among El Salvadoran businessmen has become so pronounced, so the reports go, that there are plans for a small shipyard underway down there.

Curly's" activities, however, have not been confined strictly to "firsts," such as this example. Within his tenure as proprietor of the new venture, he has sold more than twenty craft to various outfits. His saels include the tender, *Dixie;* the *Midget, Esther A, Robert M,* for Bob Martinolich, San Francisco; *Bonny H,* and others. Sale of these craft, of course, has climaxed, so to speak, a career on "Curly's" part that has been devoted more or less to the waterfront since he was 13 years old.

A native of Long Beach, California. "Curly," in fact, grew up on the Long Beach-Los Angeles waterfront. His first hitch aboard a vessel occurred when he was still under 14, as a member of a commercial fishing boat crew. The next four years, to quote him, were "spent dodging the truant officer during school months, and decking on boats upon every possible occasion." He celebrated his 18th birthday by getting his first issue of a motor boat operator's license, now in its third issue.

The next three years "Curly" spent in alternately working on commercial craft in the winter and water taxi and sports fishing boats in the summer. During this period also, he served for six months aboard the three-masted schooner, *Metha Nelson,* searching for buried treasure off Cocas Island. The trip ended with "Curly" getting a first-hand, bird's-eye view of a real mutiny; some of the crew, in fact, later were tried on these charges. He says that his hitch on the vessel taught him more about seamanship than all of his other experiences put together.

"The Bos'n," he explains, "was a Dane who had been to sea for more than 50 years, and never aboard a steam or motor vessel."

Upon his return to the *Metha* from the Island, "Curly" was promised a spot with Richard Halliburton, the author, to take delivery of a Chinese junk and sail it to the States. Due to the trials of various members of the *Metha's* crew, however, he was unable to accept the post on the date specified, and, therefore, he missed being lost at sea when the junk and all hands, as is supposed, disappeared in a gale off Midway. Soon after his arrival back in Long Beach, "Curly" took a job as deck-hand, and later he decked on local tugs and worked on the Federal Breakwater in his home town.

From there, of course, it was but a short jump into the Army Transport Service, when the last world war exploded. His work with the organization was centered in delivery crews, taking vessels to the South Pacific, and doing harbor and coastwise towing between deliveries. He sat for, and passed, the examination for a Master's License, to apply, in 1943, for this type of craft and, shortly thereafter, he joined the Navy and "went tug-boating, Navy style." By the war's end, he was in Guam, building breakwater at Apra Harbor, and here, too, he saw one day a typhoon undo a year's labor.

When he returned to Long Beach at the duration, and got his discharge, he went to Nevada for a rest and vacation; returned to Long Beach in a few months; married "the best-looking girl in town," settled down, bought a home and a 60-foot boat, operated the vessel as a tug and fish boat for a year, sold the craft at a neat profit, and went to work at Jerry's Boat Sales as a salesman.

With sales under his present ownership steadily increasing, "Curly" apparently is faced with a future that would seem to bear out the advice given by Dr. Chapman. But he's prouder of his part in setting up El Salvador's first commercial fishing craft than of any one thing that has been effected by his business machinations to date. But that's another story, the details of which he hopes to be allowed to release soon.

Esther A
A Recent Sale

The Men Behind the Men . . .

A. B. Knowles Company, INCORPORATED

Chief
A. B. Knowles

(A. B. Knowles, President of A. B. Knowles, insurance, has developed, over the past few years, a lot of interest in his hard-hitting organization. Here's a bit about Mr. Knowles and his firm.)

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THE A. B. Knowles & Co., Inc., Marine Underwriters, with main offices at 114 Sansome Street, San Francisco, are United States Marine General Agents for the Utah Home Fire Insurance Company of Salt Lake City, established in 1886 and Pacific Coast Marine General Agents of the Reliance Insurance Company of Philadelphia. Mr. Knowles first organized the firm in 1936 and has been engaged in underwriting since 1915 as a General Agent and Pacific Coast Marine Manager for the St. Paul Companies. The firm does no business directly with Insureds; deriving its income solely through licensed Insurance Brokers and Agents.

In a recent interview in San Francisco, Mr. Knowles released the following factual information.

"Marine insurance, or more specifically Hull insurance, is that form of protection which provides indemnity against loss or damage to steamers, tugs, barges, fishing vessels and other craft caused by perils of the sea; sinking, stranding, burning and collision. It is a profession to which Marine Underwriters have devoted their lives in acquiring the knowledge which enables them to appraise the hazards involved in each risk undertaken, charge a rate and premium fair to both the Insurance Company and the Insured, maintain a competent inspection and surveying organization, advise the owner as to procedure when disaster overtakes the craft and settle a proper claim justly and expeditiously.

"These are the important factors for boat owners to consider in placing their insurance. The lower rate offered by an unqualified broker, agent or underwriter for any company or organization not licensed to do business in the state in which the owner resides, often results in dissatisfaction when a loss occurs. A rate quotation which develops a volume of premium by which the Marine Underwriter stands no chance at all to make a reasonable profit "dries up" the insuring market. That very situation has occurred in recent months. Total losses of vessels are bound to happen. Except as these fortuitous occurrences affect one particular class of business as a whole, they are provided for by the reserves which individual insurance companies build up by the maintenance of proper reserves in underwriting and investment income.

"A boat owner cannot successfully operate, pay his expenses and the interest on his investment unless he procures a reasonable amount for his fish. A fisherman cannot afford to spend his time away from his family and friends and home activities unless he is justly compensated. The cost of fish to the cannery must be in proportion to the price it receives for the finished product. Following that analogy, the Marine Underwriter must realize for his companies a premium on the insurance policy which is fair to the owner and to his principals.

"From the start of World War II and for over a year thereafter, ours was the only Marine Underwriting office on the Pacific Coast providing War Risk Hull and Crew insurance for fishing vessels and other craft. That facility brought us into close contact with the fishing industry and has contributed in a great measure to the confidence of boat owners, agents and brokers which is our privilege to enjoy."

MR. KNOWLES as President of A. B. Knowles & Co., Inc., has recently announced the election to executive positions, those members of the Corporation's staff who have contributed greatly to the position of confidence which the firm enjoys among vessel owners on the Pacific, Gulf and Atlantic Coasts.

Mr. Joseph C. Miller, former secretary in control of claims, becomes vice-president in charge of production of business. Mr. Donald B. Porter continues as Chief Hull and Inland Marine Underwriter with the title of vice-president. Mrs. G. E. Reville, secretary, with Mr. Knowles, heads the Claims Department.

These personalities are well known to the many agents and brokers who now entrust their clients' insurances to A. B. Knowles & Co., Inc. They are specialists in their respective fields, all with long years of experience in Marine Underwriting and Claims procedure.

Branch offices are maintained in Seattle, in charge of Vice-President C. H. Preston, and Los Angeles, managed by F. N. Farrell. In San Diego the well and favorably known Cutri Insurance Agency is it's representative for Hull insurance. Agents in Houston, New Orleans, New York, Chicago, Pittsburgh, Vancouver, British Columbia and Honolulu, contribute to the firm a wide divergence and experience on unusual risks including fishing vessels of all character. Tuna boats operating out of San Diego and Los Angeles harbors, purse seiners in the Pacific Northwest, trollers and cannery tenders in Puget Sound, British Columbia and Alaskan waters, shrimp boats in the Gulf of Mexico and sampans in Honolulu are all different in construction and operation and each class of risk presents a different underwriting problem. It is logical that with this wide experience the firm of A. B. Knowles & Co., Inc., is well qualified to provide service and security.

Scientist

Dr. J. L. Kask, Chief Biologist, Fisheries Division, FAO, United Nations.

Some Aspects of World Fisheries

An Opinion

By DR. J. L. KASK

(Here is one of the most conclusive articles to come out of the fisheries picture for some time. Written by a noted biologist, it will be carried in this, and later issues of *Pan-American Fisherman* magazine in installment form.)

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AT the beginning of the present year, 1950, or when we embarked on the second half of the twentieth century, nearly every important phase of our lives during the first half has come under review. Some of the philosophers who critically examined the past have even had the temerity to take a look into the future and, in some instances at least, the colors used in painting the future have not been too bright.

One highly important activity that has occupied a large share of man's attention and has used up much of his energy from the beginning of time has been his quest for food. Today as he increases incredibly in numbers, and as the earth, his home, is becoming more completely occupied, this search and concern is in no way diminished.

Since the procurement of food is one of man's chief concerns and as fish provide a significant part of his food, it seems highly appropriate, at this time, to review the trends that have manifested themselves in the world's fisheries during the past fifty years: that is, we might take a quick look to see how the fishing industry has developed, or how man has learned to make use of, or exploit, this resource; how fishery science has developed, or how he has learned to husband or conserve this natural wealth. It might be helpful, too, to examine briefly how important fish are in man's food economy now and finally—and what is most important of all—to what extent can man look to the seas for his future food supply. As in all forecasts, in dealing with this last item use will have to be made of guesswork and speculation. But it is no longer all speculation, and there is every indication that a more intimate association in the future between man and his oceans holds very bright prospects.

I would like to point out, perenthetically, that although the title of my talk is "Some Aspects of World Fisheries," I am going to limit my discussion to marine or ocean fisheries. This should not be interpreted that freshwater fisheries and especially the fresh water culture of fish, or fish farming, are not important in the food economy of man. They are very important, especially in those parts of the world where there are the most people. Also, this method of raising food holds promise of scientific development and great expansion. However, most of the problems confronting the two fisheries are quite different, and the marine fisheries are, in a truer sense, world fisheries.

The Marine Environment

Man depends entirely on living matter (with the exception of small amounts of such inorganic materials as salt) for his food, and all life occurs either on land or in the water. It might prove useful to examine these life-supporting environments for a moment.

Scientists have, for convenience, divided that portion of our earth which is capable of sustaining life into three principal divisions or habitats, known as life or biocycles. These are the terrestrial biocycle, the fresh water biocycle and the marine biocycle. Each has its characteristic ecological features and associations of plants and animals, and there is very little exchange of the biota of one biocycle with that of another. The oceans cover about 2½ times as much of the earth as does land. This great preponderance of ocean over land is in itself somewhat overwhelming, but when we consider the space both vertically and horizontally which supports life on our planet, it has been calculated by experts that the marine environment provides about 300 times as much inhabitable space as do the terrestrial and fresh water biocycles together. A lot of people know quite a lot about the terrestrial biocycle and the communities of animals and plants it supports (for obvious reasons); a few people know quite a lot about the fresh water biocycle; but about the enormous marine biocycle only a few people know very little.

ONE reason so little is known concerning life in the marine environment is that the areas considered are so vast, and organisms to be studied are often difficult to capture and even more difficult to study in their environment. Another reason is that investigation at sea is arduous, uncomfortable and expensive; and a third important reason is that oceans have traditionally been considered to have little economic value as compared with that of land, except for the fish that could readily be caught near the shores, and as a medium on which to sail ships. It is principally for this last reason that no one has laid claims to this more than 2/3 of the world, and that the ocean has suffered the neglect that often accompanies lack of ownership.

The marine biocycle is further divided in various ways; but for our purposes we need only distinguish between the two great oceanic provinces: the neritic province, which includes the area from shore to the 200-meter contour line; and the oceanic province which takes in all the rest of the ocean. To date, nearly all the great fisheries of the world have been established in the area of the neritic province.

(Continued on page 16)

Ships and Call Signs

A Complete List of West Coast Fishing Craft and Their Radio-Telephone Call Signs

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(The editors will appreciate it if attention is called to discrepancies, either by penny postcard or letter. Corrections will be made promptly.)

CODE LETTERS	COMPANY NAME
C. F.	Coast Fishing Co.
C.M.C.P.	Calif. Marine Curing & Packing Co.
F.I.P.	Franco-Italian Packing Co.
F.S.	French Sardine Company
H.S.T.P.	High Seas Tuna Packing Co.
N.I.O.	Not in Operation
P.P.	People's Packing Co.
P.P.F.	Pan-Pacific Fisheries
S.C.F.	So. California Fish Corp.
S.D.P.	San Diego Packing Co.
S.P.C.	South Pacific Canning Co.
T.I.S.F.	Terminal Island Sea Food Co.
V.C.S.F.	Van Camp Sea Food Co., Inc.
W.C.P.	West Coast Packing Corp.
W-SH	Wesgate-Sun Harbor Co.

NEW CALL SIGN	Name of Vessel	Licensee or Owner	Old Call Sign	Cannery Affiliation
		A		
WA2003	A. A. Ferrente	Frank Ferrente	ATXS	
WA2058	Adriatic	Slovko Ivancic	WPLM	
WA2167	Alert	Darrell D. Foreman	WXVP	
WA2213	Algiers	Harry Abell	WZPR	
WVJA	Alphecca	W. W. Ambrose	WVJA	W-SH
WKEO	America	Pedro C. Neves & Assoc	WKEO	VCSF
WA2348	America II	Geo. H. Knowlton	KWNJ	
KAZG	American Boy	Joaquin Canas	AYYQ	VCSF
WA2353	American Boy	Max Grbelja	WJLN	
WA2358	American Lady	Ralph Madruga	ATLV	VCSF
WA2359	Americano	Francisco P. Vaia	ATEA	VCSF
WA2371	Amor Da Patria	Eric G. Danielson	WPNG	VCSF
KEDL	Anna M.	William Magellan	KEDL	VCSF
WA2478	Anthony M.	A. Misetich	WMQH	FS
WA2578	Astorian	Olaf Johnson	ATYG	VCSF
KGMP	Atlantic	Atlantic Oper. Co.	KGMP	WCP
WPOK	Azoreanna	Edward S. Varley	WPOK	VCSF
WA2650	Aztec	J. S. Basinger	KEMW	VCSF
		B		
WA2675	Balboa	Julius Zolezzi	WCWR	W-SH
WOLU	Belle of Portugal	Manuel Rosa	WOLU	VCSF
KCXL	Bernadette	Frank Medina	AUTA	W-SH
WA2852	Betsy Ross	Peter Cekalovich	WPJN	
WA2869	Betty B.	Floyd H. Bay	KWQQ	
WA2977	Blue Fin	Kenneth Denton	KGCR	
WA3004	Blue Sky	Nick Karuzo	WORX	
WA3060	Bonito	Fish & Game Patrol	WPQN	
WA3147	Buccaneer	Alex Lapov	KDBP	
		C		
WPLC	Cal	Geo. Campbell	WPLC	VCSF
WA3238	Calistar	G. H. Clark	AUAY	TISF
WA3280	Cape Horn	Thos. H. Cooper	WPRN	SDP
WA3392	Carol Ann	Tom Hughes & J. Sullivan	KHUD	SDP
WA3412	Carol Jo Ann	Angiene Bregante	WGVY	
WA3478	Cavalieri	Marko Pesusich	WOSM	
KDZY	Charlene	Dr. O. H. Warner	ATCI	
KECD	Chicken of the Sea	H. E. Morgan	AUAE	VCSF
WA3704	City of Avalon	So. Calif. Fish Corp.	WPUH	
WA3707	City of Los Angeles	John Gargas	ATKH	
WA3711	City of Naples II	Frank Amalfitano	AUJO	
WA3717	City of San Francisco	Nick Cola & Francis Cresci	WLFF	W-SH
WA3714	City of San Pedro	Sam Mirkovich	ATID	SCF
WA3717	City of Stockton	Tom Mason	ATHI	
WA3756	Clermont	Van Camp Sea Food	WDLN	VCSF
KFNH	Commander	Al Davies	AYWU	SDP
KFNX	Commodore	Louie Vattuone	AYSU	SDP
KFQH	Conte Di Savoia	French Sardine Tender Andrew Castagnola	AZOJ	W-SH
WB5719	Coronado	Cecil Drake		WSP
KSYA	Corsair	H. Morgan & Sons	KSYA	VCSF
WA3919	Costa Rica	Westgate-Sun Harbor	KPCJ	W-SH
WA3920	Costa Rica II	Steve & Joe Gargas	WOLI	
WA3925	Courageous	Lewis L. Livesley	ATXA	HSTP & FS
WA3935	Crane	Fish & Wildlife Service	WTDC	
WA3953	C. R. Martinolich	F. Marincovich	ATES	PPF
		D		
WA4012	Daiho II	A. J. Good	KDKW	VCSF
WA4053	Dauntless	Louis Ursich	WOUI	
WA4115	Defense	John Zorotovich	KEBJ	
WA3148	Del Rio	R. Katnich	WOXR	
WA4189	Discovery	Nick Ursich	WOVA	TISF
WA4326	Dorothy Lee	Frank Medina	KEBG	W-SH
		E		
WA4553	El Capitan	Kelco Co.	KEBN	
WA4557	El Commodore	Ivan Botica	WOUT	
WA4573	Electra	Dan Battaglia	KDHN	W-SH
WA4637	El Padre	Carlo Sima	WPJM	SCF
WA4664	Elwood	Kelco Co.	WPLG	
WGDR	Emma R. S.	Guy Silva	WGDR	SDP
KGWL	Endeavor	W. Wade Ambrose	ATSP	W-SH
WA4711	Endeavor (seine)	Joe Randazzo	AUKB	
WA4731	Erm Too	John W. Norek, Jr.	WTXC	
WA4753	E. S. Lucido	Nino Lucido	AUAG	SCF
WA4762	Esperia	Marko Manestar	WNRO	
KGXV	Espirito Santo	Joe Alves	ATZY	VCSF
WA4872	Excellent	Ante Jurlin	WOUY	
		F		
WA4937	Felice	E. W. Blocker	WPMD	VCSF
WA4940	Felicia II	M. La Grande	AWCX	
WA4993	Flamingo	Alaska Packers Assoc.	ATSY	
WA5002	Fleetwood	Arthur B. McCollum	WNXA	
WA5003	Fleetwood	John Evich	KPDY	
KIIU	Frances Marie	Frank M. Perry	ASSK	HSTP
		G		
KGQH	Galapagos	Pacific Motor Vessels	KGQH	SDP
WPRR	Gallant	Andrew Vilicich	WPRR	PPF
WA5284	General MacArthur	Vincent A. Cardinelli	KGSU	
WA5293	Genevieve H. II	Roy Hughes	WEAK	HSTP
WA5292	Genevieve H.	Vardon Gregg	WHFF	
WA5436	G. Marconi	John B. Giacalone	AUNO	
WA5453	Golden Gate	Pete Szalinski	WOLV	VCSF
		H		
WA5638	Harmony	Joseph Bogdanovich	WO8X	FS
WA5691	Hawk II	Daniel Sutlovich	KAGP	
KKRH	Heroic	M. O. Medina	AYFB	HSTP
		I		
WA6056	Intrepid	Dr. George Budd	WNNB	PP
WA6060	Invader	Nels K. Anderson	AUDJ	
WBEM	Invader	Louie Vatuone	WBEM	SDP
		J		
WA6166	Jackie Sue	Christian Gaspar	WOUJ	TISF
KKXU	Jenita		AXZR	SDP
WA6404	Jimmie Boy	Robert J. King	AUTH	HSTP
KKYL	Joan of Arc	Manuel G. Balelo	AUBK	FS
WA6506	Johnnie Boy	Terminal Island Sea Foods	WNML	TISF
WA6505	Johnnie Boy	Paul Fiamango	WOWF	
WA7492	Judy S	Manuel F. Corrcia	WDXO	VCSF
WA6513	Johnny Boy	Terminal Island Sea Foods	WPSL	TISF
KKUW	Julia B.	Alfred Santos	AUOP	PP
		K		
WA6743	Kathie Jane	Ralph P. Osterode	AXBP	SDP
WA6750	Kathryn	High Seas Tuna Packing Co.	WFSP	HSTP
KMYK	Katie Lou	Peoples' Fish Enterprises	AYRU	PP
KNEN	Kitty Hawk	Martin Boysen	AVWF	SCF

Ships and Call Signs

L

WA6895	**La Belle**—Archie White & Jim Eppick	ATQT	VCSF
WA7006	**La Playa**—Erine Perreira	AUEB	TISF
WA7131	**Liberator (Seine)**—Paul Biazevich	ATDQ	
WA7134	**Liberty (Seine)**—Liberty Co.	WTSD	
WPRQ	**Liberty**—Edward Madruga	WPRQ	PS
KONC	**Liberty Bell**—Frank Gonsalves, Jr.	ATIP	HSTP
WA7155	**Lil Evelyn**—Joe Mello	AVBT	
WA7176	**Limited**—Dominick de Maria	AWXH	
WA7179	**Lina B.**—Andrew Vidovich	WNKZ	
KQYL	**Linda Lee**—San Diego Pkg. Co.		SDP
WA7195	**Linde**—Arno Bros.	WEVP	
WA7299	**Lone Wolf**—John B. Zolezzi	WPMN	W-SH
WA7303	**Long Island**—Andrew Rafkin, Jr.	WPMI	PPF
WA7402	**Lucky Star**—Phillip Cracchiolo	WPKD	
WA7404	**Lucky Star**—Manuel Freitas	KWNG	PP
WA7419	**Lucy Elena**—Wm. H. Schmidt	KTSK	PP
KGWN	**Lusitania**—M. Rosa & L. Oliver	KGWN	VCSF

M

WA7562	**Malihini**—J. N. Kelley	AUOK	
WA7613	**Marauder**—Peterson Boatbuilding	AUCU	
WA7611	**Marauder**—C. J. Gilson	AUTN	
WA7690	**Maria**—Joseph Riera	WDLO	
WA7714	**Marico**—Newell Morris	WDEZ	SDP
WA7735	**Marie Joan**—Tony Zangaro	WPOS	
WA7737	**Marie Louise**—Steve Zolezzi	WOXU	W-SH
WA7849	**Marsha Anna**—Jack Borcich	AZTS	PPF
WA7899	**Martin B**—Peter Asaro	AZRI	FSC
KPJZ	**Mary Barbara**—Serafino Parmigiani	AURK	PP
WA8007	**Mauritania**—Maurice Cardozo	AWZI	FS
KPKE	**Mayflower**—J. O. Medina	AVKB	HSTP
WA8169	**Milady**—Walter Den Herder	AUZJ	
WA8199	**Milwaukee**—R. H. & S. C. Heigold	WCPM	VCSF
WA8246	**Miss America**—Hodgson-Green-Haldeman	AUJI	CMCP
WA8373	**Monarch**—Salvador M. Lucas	KSQR	SCF
KAOF	**Morning Star**—A. Zolezzi	KAOF	W-SH

N

KQ8K	**Navigator**—Joaquin Qualin	AWXN	HSTP
WA8623	**New Bol**—Tony Devlahovich	WPVV	
WA8625	**New Comer**—G. W. Kell	ATGQ	
WA8643	**New Limited**—Salvatore Melicia	WPRM	
WA8780	**North America**—Agostino Ghio	KDZD	VCSF
WA8781	**North American**—Sverre Jangaard	ATFM	VCSF
WA8782	**North Cape**—George Fiamengo	WOSN	PPF
WPMU	**Northern Light**—J. A. Foster & W. A. Hoss	WPMY	W-SH
WA8804	**North Star**—Olav Valderhaug	AXFD	SDP
KQIE	**Notre Dame**—John G. Cardosa	ATYD	FS
WA8849	**Nyna Rose**—Mario Bregante	AVJB	
WA8850	**Nyna Rose II**—Gaetano Scotti	KYDG	

O

WA8862	**Oceana**—Marina Bagalini	WDJW	VCSF
WA8883	**Ohio III**—Sea Food Enterprises	WCPR	
WA8900	**Old Timer**—C. Sugluizzo	AUCQ	
WA8915	**Olympia**—Joe Silveira	WOPS	
WEEZ	**Olympic**—Alfred C. Aitken, Jr.	WEEZ	SDP

P

WA9264	**Pacific Star**—Sam Lonero	KASR	
KQNC	**Paramount**—Joe Madruga	AXTU	HSTP & FS
WA9354	**Patria**—Manuel M. Medina	KGMQ	W-SH
WA9368	**Patriotic**—John Ryono	WFIY	
WA9495	**Pez Espada**—Harry M. Brown	WPWI	
WA9520	**Phyllis**—Joe Aliotti	WCVM	
WA9549	**Pioneer**—Marion Jancich	ATVK	
KQPM	**Portuguesa**—Victor G. Rosda	ATRA	VCSF
WA9735	**Princess Pat**—Otto C. Kiessig	ATVU	W-SH
WA9761	**Progress**—Andrew Tomicich	WCKD	

Q

WNIE	**Queen Mary**—Joe Medina Enterprises	WNIE	W-SH

R

WA9886	**Ranger**—Ranger Seafood Co.	WPKZ	SDP
WA9881	**Ranger (Seine)**—Sea Food Factors	WDHE	
WB2035	**Richness II**—Pasquale Bengasino	WEVK	
WB2169	**Ronnie M.**—Anton Misetich	ATEJ	
KCJR	**Ronnie S.**—Thomas J. Santos	KCJR	W-SH
WB2178	**Rose**—People's Fish Enterprises	KPLS	PP
WB2184	**Rose Ann**—Tony Tarantino	AVGE	W-SH
WB2192	**Rose Marie**—W. W. Ambrose	WOVP	W-SH
KSIC	**Ruthie B.**—M. H. Wilson & Wm. H. Black	KSIC	HSTP

S

WB2348	**St. Anthony**—Frank Alioto	WOKS	W-SH
WB2345	**St. Anne of the Sunset**—Mary Lucido Harder	ATXL	
WB2350	**St. Augustine II**—Tony Esposito	KAEK	
WB2356	**St. Francis**—Hubert Ursich	WFSX	SDP
WB2361	**St. James**—John Ruzich	KAHE	
KQVV	**St. Joseph**—Wesgate-Sun Harbor	AYDD	W-SH
WB2370	**Saint Louis**—Pasquale DiLeva	WNRP	
WPUR	**San Antonio III**—Harry Martin	WPUR	SDP
WB2459	**San Antonio IV**—Gennaro DiLeva	TUJN	
WB2495	**San Francisco**—Vince Fiamengo	KPBE	PPF
WB2486	**San Giuseppe**—Nicholas Vlastelica	WOUW	
WB2493	**San Pedro Boy**—Nick Radovcich	WOTR	PPF
WB2504	**Santa Anna**—Giuseppe Lucido	ATHA	
KQWO	**Santa Barbara**—Westgate-Sun Harbor	AURK	W-SH
WB2510	**Santa Lucia**—Louis Di Meglio	WMPJ	
WB2511	**Santa Maria**—Antonio Di Bernardo	WPRX	
WFEM	**Santa Margarita**—Manuel Gonsalves	WFEM	FIP
WB2611	**Sea Boy**—Franco Italian Pkg. Co.	WDFK	FIP
WB2613	**Sea Breeze**—Eugene Banich	WOTP	
WB2642	**Seafarer**—Alvin T. Davies	KKTR	
WB2660	**Sea Giant**—T. W. Stevens	WPVJ	SDP
KQYX	**Sea Hound**—Joaquin Pedro	AUCL	VCSF
WB2701	**Sea King**—Vitto Alioto	AUEK	SDP
WB2731	**Sea Main**—Caspare Maiorana	WERZ	
WB2745	**Sea Pirate**—Sea Pirate Co.	WTOI	
WB2748	**Sea Pride**—Andrew Tipich	WOUZ	
WB2773	**Sea Ranger**—George P. Lang	AUPA	
WB2780	**Sea Rider**—Matt Dragich	WPKW	
WB2785	**Sea Rover**—Nick Vlastelica	KNIK	SCF
WB2794	**Sea Scout**—Pete Dragich, Jr.	ATWA	
WB2802	**Sea Spray**—Pete Skarponi	ATGA	
WB2808	**Sea Star**—Giozanni Aliotti	WTSJ	
WB2836	**Sea Wolf**—Manuel A. Chagas	ATLU	CF
WB5662	**Senator**—A. E. Humphrey	WFFC	SDP
WB2865	**Senorita**—Arnold P. Azevedo	WJFJ	
WB2893	**Seven Seas**—Elmer Duzich	ATMJ	
KQZB	**Sharon Gale**—Coast Fishing Co.	AUMJ	CF
WB3177	**Sonja**—Harbor Boat & Yacht		SDP
WB3192	**South Coast**—Dan Marks	WLXK	SCF
KRDN	**Southland**—Calif. Marine Curing & Packing Co.	AYTH	CMCP
WB3218	**South Seas**—Vincent Gann	ATDE	FS
WB3274	**Sparton**—Sam Braco	KDYE	
WB3303	**Standard II**—Andrew J. Mardesich	WDGM	
WB3304	**Star of Monterey**—John Russo	WTNV	
WB3305	**Star of San Pedro**—Peter V. Martin	WOVF	
WB3328	**Star of the Sea**—H. L. Miller	AWXR	SDP
WFFC	**Sterling**—Wards Cove Pkg. Co.	WLFB	
WB3399	**Sun Crest**—Allen E. Humphrey	WFFC	SDP
KEUJ	**Sun Dial**—Fred Brown	AUGQ	W-SH
WB3408	**Sun Europa**—Sam Crivello	AUBA	W-SH
WB3409	**Sun Glow**—Anthony Madruga	TYHE	W-SH
KRRW	**Sun Harbor**—Westgate-Sun Harbor	WPOF	W-SH
KRSX	**Sun Hawk**—George Alameda	AUUO	W-SH
WB3410	**Sun Hilarita**—Vigilio da Paixao, Jr.	AYFL	W-SH
KPOJ	**Sun Jacket**—Donald Lee Byrd	KALA	W-SH
WB3415	**Sun Jewel**—W. O. Jones	KPOJ	W-SH
WJSA	**Sun Maid**—Frank Sanfilippo	WCGR	W-SH
KRYA	**Sun Pacific**—Antonio Tavares	WJSA	W-SH
WB3429	**Sun Queen**—Manuel Drummond	AXFK	W-SH
KRZZ	**Sunrise Ranger**—Vincent Marinkovich	WDMX	
WPRQ	**Sun Ray**—Westgate-Sun Harbor	AUKN	W-SH
WB3433	**Sun Splendor**—John Sousa, Jr.		W-SH
WB3433	**Sunset**—A. Bregante & Assoc.	AuKF	VCSF
WB3442	**Sunset (Seine)**—Anthony Bozanich	WNFJ	
WB3443	**Sun Traveler**—Ralph McCabe	WXRR	W-SH
	Sun Valley—Westgate-Sun Harbor	WDSX	W-SH

T

WB3826	**Tiger Shark**—Roy D. Crippen	AUAN	
WB3938	**Treasure Island**—August Felando	WTSL	
WB3972	**Tryphena C.**—Bill Burton	WYSD	
WB3989	**Tuna Fin**—R. C. Sabins	AVRH	
WB4015	**Two Nancies**—Guiseppe Fiore	AWTA	

U

KTJQ	**United Victory**—Arthur De Fever	ATLF	HSTP

V

WB4071	**Vagabond**—Mariano Torrente	ATMB	
WB4130	**Varuna**—Lawrence A. Barr	WOBQ	
WB3776	**Venetian**—Steve Stagnaro	WPLP	VCSF
WB3782	**Venture**—C. H. Ewing	AUTL	
WB3800	**Venus**—John A. Mardesich	WOXH	
KTJW	**Victoria**—Wade Ambrose	ARUN	W-SH
WB4163	**Victory**—Dr. O. H. Warner	KPCC	HSTP
WB4208	**Vindicator**—Pete Martin	WDFH	SCF
WB4224	**Virginia II**—Mathew Bodul	WPRT	
WB4247	**Vittoria**—John Zankich	WMJK	
WB4254	**Volga Boatman**—Matt. M. Fiamengo	WDRX	

W

KTTW	**West Coast**—Angelo Castagnola	AUXK	PP
WB4400	**Western Clipper**—John Kordich	WCNP	
WB4404	**Western Flyer**—Anthony J. Berry	WPTO	
WB4408	**Western Pilot**—Joe Dragich	WHFL	
WB4409	**Western Pride**—John Mezich	WLEI	
WB4412	**Western Star**—Anthony Gradis	WDRA	
WB4416	**Westgate**—W. W. Ambrose	WOXY	W-SH
KTZC	**West Point**—Carl Hanken	AXQY	VCSF
WB4467	**White Rose**—Luke A. Alafetich	WOUU	
KTZF	**White Star**—Van Camp Sea Food Co.	AUWQ	VCSF
WB4555	**Wilmar C. W. Packard**	WFIX	

San Diego Observer

By SEYMOUR FRANCIS

MILDEWED sails — costly and unsightly problem shared by America's 500,000 salt and fresh water sailors—now can be prevented easily and inexpensively, according to Ernest Ratsey, president of Ratsey and Lapthorn, sailmakers since 1790. The new scientific prevention of mildew and rot — which can save yachtsmen up to 50% in sail maintenance—can be used either by boatowner or sailmaker. The new sail, or clean old sail washed free of salt deposit, simply is dipped in a solution made by mixing nine parts of fresh water with a newly developed chemical fungicide. If the sail is large, the solution may be either swabbed or sprayed on the canvas.

Scientifically compounded, the new product is based on a patented chemical concentrate known technically as—'Dodecyl dimethyl benzyl ammonium cyclopentane carboxylate salt." To the trade and users it is known as "Barfair 77"—after Barfair Laboratories, of Haddonfield, N. J., the compounders. "Ever since cotton sails replaced flax sails 100 years ago," says Ratsey, "boat owners and skippers have endeavored to proof their sails against life-shortening mildew and rot. But even recent, modern treatments have had serious drawbacks. For instance, they added unwanted weight to the canvas, changed its texture, color, or strength, or had to be repeated at frequent intervals."

In contrast, the newly developed "barfair treatment" of sails, according to Ratsey and Lapthorn officials, lasts at least a year under extreme tropical exposure. Under normal conditions, it lasts two or three years. The protective chemicals permeate the sail fibers, without weakening them, and provide high resistance under extreme leaching of rain, spray, and waves. The treatment does not change the color or feel of the fabric; it adds only a fraction of 1% in weight; and it has no odor, skin irritant, or sensitizing effect. Cost of treatment can be called "cheap sail insurance," boosters of the new method claim. An owner of a Star boat, for example, can mildewproof his $300 sails at a cost of $5.00—and increase their useful life, it is said, on the average by 50% if they are retreated at 2-year intervals.

Before being offered to the sailing fraternity, the product ran the gantlet of five years of research, formula development, and laboratory and "field" testing, states Richard S. Roberts, president of Barfair Laboratories. Commander Irving M. Johnson, of the Brigantine *Yankee*, used the product in comparison with otehr sail preservative methods on his recently completed 18-month world cruise. His testing log records: "We would have saved several hundred dollars if we had used Barfair 77 from the start. Several advantages are that it did not change the color of our cotton sails, or make them stiff, or do anything to the weight that we could determine. We detected no odor. We plan to standardize on this preservative."

In the meantime, Johnson's test has been confirmed by noted boats in American waters. Among known boats with barfaired sails are: the *Blue Dolphin*, arctic exploration ship of Dartmouth College; the *Freedom*, of the U. S. Naval Academy; *the Revonoc, Mustang, Vagrant, Valkyrie, Windward Star, Aux III, Ciclon, Dragon Lady, Alondra II*, and many smaller boats. The new sail preservative was born of wartime research and represents the latest step in successful fabric mildewproofing. In the early 1940's tents, tarpaulins, footwear, and clothing rapidly deteriorated, and electrical equipment failed to function —all due to microbial attack—in war theaters as widely separated as Alaska and the South Pacific. In the closing stages of the war, scientists came up with protective fungicidal applications for various types of military materiel—and the term "Tropicalization" to describe such treatment entered the American language.

PRESS-O-GRAMS

(*Continued from page 8*)

Madruga, skipper of the *American Lady* is staying ashore and plans to take a trip with his family. The boat is in the capable hands of Erlin Pereira. . . . Leonard Pedro, well known fisherman, was married to Marion Quinlivin at Our Lady of the Sacred Heart church, Saturday, May 27th. Bernice Bellanger, secretary to Harold Cary, manager of the American Tunaboat Association, was maid of honor. . . . Lou Brito and his boys on the *South Pacific* really had the luck of the Irish. Just as they arrived on their last trip to French Sardine for unloading and tossed the line to the dock, the rudder fell off. . . . Cooperation was extended by the fleet in flying the colors of all vessels in port on Armed Forces Day, May 20th, on request of Lt. Chapline, public relations director of the U. S. Coast Guard air station. . . . Vocalist Kay Starr was a recent week end guest of the Carl Reupsch's. Carl is assistant port director in San Diego. . . . After a successful premier at the Institute of Aeronautical Sciences, the film, *Harbor of the Sun*, produced by the Harbor Commission, and Port Director Bate, and filmed by Carl Reupsch, has appeared on seven television stations, and has bookings in 30 states. . . . Phil Bertram, assistant fleet manager of Van Camp Sea Food Company and associate producer of the *Voice of the Fisherman* program, left with his wife and family for a three weeks vacation to New York and New Jersey. Phil includes in his itinery the meeting of the All Woman's National Air Race which finishes at Greenville, South Carolina where he will greet Mrs. Sanders and Mrs. Prario, who are flying the sponsored *Chicken of the Sea* plane. . . . Joaquin Medina and Joe Rogers, managing owners of the *Mayflower* and *Navigator*, were doing their part to promote the advertising of tuna at Wilson Edward's *Time to Win* radio program at Top's restaurant recently. Both were good sports when Wilson asked them to assist in judging a contest. Besides the approximate 400 ladies present there was one table of kibitzers, namely Louie De Falco, Joe Medina, Joe Monise, Charlie Landry, and Matt Monise. . . . Manuel Monise, after two major operations, is now up and around. He was able to enjoy the fireworks at the S.E.S. festa. . . . This year's S.E.S. *festa* drew a record crowd with the feeding of over 3000 people. President Manuel Luz of the *Courageous;* Manuel Sousa, owner, and president of the S.E.S., M. O. Medina as well as Captain Matt Monise, are to be congratulated on the success of this year's program.

EBB'N FLOW

(*Continued from page 7*)

tional Supply Company at Springfield, Ohio, was announced today. He will make his headquarters at Springfield and will be in charge of all activities of the division. Identified with the Diesel engine industry for more than 20 years, Kilberry until recently was executive vice president of Nordberg Manufacturing Company, Milwaukee. From 1929 until 1945, he was associated with Atlas Imperial Diesel Engine Company, Oakland, California, serving that organization as president for six years.

RESTRICTIONS

Puget Sound Area:

The Washington State Director of Fisheries has announced new regulations aimed at controlling commercial fishing and the rehabilitation of Puget Sound salmon runs. Director Alvin Anderson said the orders, effective immediately, range from limiting the length of the purse seining gear to opening of hitherto closed areas in Puget Sound. Anderson said the new regulations were the second step in efforts to rehabilitate salmon runs in Puget Sound. He said the first was the recent order of the State Pollution Control Commission in banning the dumping of waste fluids from pulp mills in Sound waters after September, 1951. Under the new regulations Boundary Bay, previously closed to the Canadian border, was opened as of March 15 to give United States fishermen a chance to compete with Canadians.

The regulations further:

1—Removed one gill net drift from the north fork and two from the south fork of the Skagit river, insuring escapement of salmon into the stream.

2—Closed Dayton Harbor to all commercial fishing. Dayton Harbor is above Blaine, Wash., and protects the Dakota Creek's mouth.

3—Made a permanent closed reserve of the Snohomish river, thus eliminating all gill net fishing in that river.

4—Provided that fishermen as well as the buyer must sign all sales tickets, a regulation aimed at assisting in pinning the illegally taken salmon on fishermen who catch the fish.

5—Possession of illegal fishing gear shall be a violation.

RESCUE

Little Evelyn:

The 20-ton San Diego fishing boat, *Little Evelyn*, sprang a leak and sank off Pt. San Eugenia, 361 miles south of San Diego, California, but the crew of five was taken aboard another fishing vessel without injury. Radio messages relayed from the fishing boat *Union No. 2* gave no details of the accident, other than to report the men were safe aboard the San Diego boat *Cherlsha*. Skipper of the striken vessel was Russell "Bob" Rogers, of 2024 Felspar St., Pacific Beach. His wife said she had not heard from her husband for a week. They had been gone more than 30 days. Mrs. Rogers said crewmen included Jim Evans, of Pacific Beach; Bud Marcle and Bob McNab, both of Mission Beach. She knew the fifth crew member only as Johnny.

Insured:

Mrs. Anna Machado, of 1212 Willow St., owner of the *Little Evelyn*, said the craft was insured for $25,000. It left here April 15. The Coast Guard Air Station, which communicated with the skipper through other vessels, said he and the crewmen would attempt to obtain a ride home with a northbound fishing vessel.

ALBACORE PRICE

Westgate-Sun Harbor:

First announcement on prices to be paid for albacore this year come last month, as one San Diego fishing boat was reported heading to port with more than 2 tons aboard. Westgate-Sun Harbor Co. said it would offer $400 a ton, due to a very heavy importation of Japanese white albacore. Fishermen indicated they planned to ask $500 a ton. Meantime a waterfront rumor was that the fishing boat *Kathie Jane* had caught the first albacore of the 1950 season off Guadaloupe Island. The boat reportedly was heading home to unload at San Diego Packing Co., where no decision on price had been reached.

NEW ENTERPRISE

Bentley:

R. I. Bentley, Jr., President and George E. Fichtner, Eastern Division Manager of the Muirson Label Co., Inc. announced the purchase of a new modern plant in Meriden, Connecticut, to further improve Eastern manufacturing facilities. The acquisition is part of a nationwide expansion program which will add to the efficiency of the company's present coast-to-coast label production service. The Meriden property is a one story plant containing 60,000 square feet of floor space. It is thoroughly modern in design with daylight illumination throughout. Through installing the most modern equipment and utilizing new production flow methods an improved efficiency will be attained. The Connecticut site was chosen, after a thorough survey of the Eastern Seaboard, because of its central location. Shipments to major Eastern markets can be made with a minimum of time and expense. Stocks of labels can be stored at the factory and drawn as needed, resulting in definite economies for the packer, wholesaler and distributor. As in the case of Muirson Label Co.'s other plants in Peoria, Ill. and San Jose, Calif. the new Meriden plant will devote its complete art, engraving and printing facilities to the production of labels. Through specializing in this single phase of color printing, the Muirson Label Company has developed many exclusive processes, and sas grown to be a leading factor in the label field.

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SOME ASPECTS

(*Continued from page 11*)

The basic cycle of life in the sea is essentially the same as on land. That is, the cycle starts with green plants which alone can convert inorganic materials into living substance. To carry on this conversion, or photosynthesis, light is necessary. Sunlight penetrates in varying intensities to about 200 meters. The neritic province, therefore, has the benefit of having some light throughout its mass. Dissolved nutrient salts are also needed for plant growth. These dissolved salts are supplied to the neritic province in a number of ways, but principally through the effects of currents which cause the rise of nutrient rich deep waters to the surface, from suspended organic matter and organic matter on the bottom going into solution and from the run-offs of fresh water with its rich store of suspended material from land. All this helps to make the neritic province highly productive and explains, in part at least, why the great fisheries have developed here. Another reason why the neritic area has been exploited by man is that this area is nearest the land, where man lives, and because the waters here are relatively shallow and, whatever fish there are, have to be somewhere between the surface and the shallow bottom.

The vast oceanic province, too, has a top layer of about 200 meters through which some light penetrates and where temperatures are conducive to life, but it also has great spaces that are eternally dark and abysmally cold. The surface waters here are not on the average as rich in nutrient salts as are the waters of the neritic zone, but photosynthesis does take place, and life—supported initially by the plant life generated in the light zone—does exist at every depth. The biota in general, so far as it has been sampled, does not appear to be as dense in the oceanic province as in the neritic, but it is there. No one knows just exactly what the composition of the biota is in the greater part of this province or in what quantities it occurs, but there is every indication that in the aggregate it is immense.

THE fishes, as we know them, are also classified in a number of ways; but one simple and useful classification is based on the habitat the fishes occupy when they are captured. Thus, the term demersal is applied to fish that are usually found on the bottom of the sea in the continental shelf area and the term pelagic is used to distinguish fish that are caught near the surface. Recent electrical devices that can detect shoals of fish in water layers between the surface and the bottom have thrown some doubt upon the appropriateness of this division, but these developments are so new we haven't had time yet to think up any better terms. At any rate, by far the greatest amount of fish captured by man is taken in the shallow neritic province, which when the shallow seas are included, amounts to about 7% of the surface area of the oceans, and more than 95% of the 20 million metric tons of fish landed annually during the last few years has been taken in the shallow waters of the northern hemisphere. All of the marine environment is not exploited yet, by any means.

The Industry

To review the developments of the world's fisheries during the past fifty years, then, is to review the activities in the neritic province of the northern hemisphere with only occasional but significant references to recent developments in the southern hemisphere, the hemisphere with the most ocean. In the light of the above, the title of my talk would more appropriately be limited to include the fisheries of only a small fraction of half the world, rather than the world fisheries. When I chose the title, however, I had in mind to emphasize the important concept to which I have referred before, namely, that all waters outside a narrow territorial strip and all the fish in

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it, theoretically at least, belong not to any single or combination of nations, but to the world. This ancient concept is undergoing change, too, as fisheries and other materials in and under the water grow in economic importance, but that is another story. The progressive changes during the half century under consideration took place under the concept of world community ownership, or to say it another way, under lack of definite ownership.

Actually, it is more convenient to treat the history of fishing by regions or by countries or even by important species, than from a world or hemisphere point of view; and at times, developments in fishing methods and fish processing give a better index of progress than the amounts, or the kinds, of fish caught. I would like to draw a few examples from all these viewpoints, and by way of a start, I will briefly review the activities in a very famous fishing area and one that has been fished by many countries for many centuries. I am referring to the North Sea.

IT is a relatively easy matter, even in the case of such an ancient fishery as that of the North Sea and one that has in recent years undergone considerable modernization, to review the happenings since the turn of the century, because fishermen are uncommonly conservative people and do not accept change easily. Also, because practically all the changes that have taken place in the effective mechanization of fishing vessels and fishing gear, and in the development and application of almost all the modern techniques of preservation, packaging and processing have taken place during this time. All serious overfishing, and practically all the science of fishery management, have developed in this period, too. This, of course, applies to other parts of the world, as well.

At the turn of the present century, many of the vessels operating in the North Sea were still sail-driven, but some of the more enterprising owners had turned to steam power generated by coal. The steam-powered vessels proved so efficient and effective that they quickly multiplied in number. Later, these were added to by the even more efficient oil burners and vessels with internal combustion engines. In fact, they increased in numbers so fast and were so efficient or destructive that they all but fished out many of the valuable demersal species by 1914 when World War I broke out. Because of the danger to fishermen during the war and the need of the fishing boats for war duty, fishing all but stopped in the North Sea for the duration of hostilities. This gave the bank fish a long and

(*Continued on next page*)

Milady

By DOROTHY HARVEY

YOUNG Americans seeking adventure as well as business success could do well by heeding the advice given by Wilbert McLeod Chapman, a special assistant to the Under-secretary of State, in a signed article just published in the May issue of *The American Magazine*. In his article entitled "Fortunes in Fish," Chapman, a U. S. Fisheries expert, reviews the tremendous growth in commercial fisheries since the war and says the oceans are filled with fabulous untouched wealth that scientific progress is making more easy to obtain. "If I were a young buck with the pioneering urge and the gumption of my forefathers," writes Chapman, "I'd head out for high adventure on the sea and make millions in the commercial fisheries."

As evidence of the boom in ocean fishing and the important place it now holds in business, Chapman recounts some of the tremendous strides made in recent years in catching, transporting, and merchandising of fish. This has been made possible by such scientific developments as the echo-sounder, use of amphibious scout plane and helicopter, nylon nets, refrigeration, as well as larger and better fishing boats. Illustrating *The American Magazine's* article is a large map showing the principal fishing grounds off the coast of North America and the type of food fish most plentiful in each locality. Undreamed of harvests of fish are being realized off many shores and great financial rewards have come especially to those who operate tuna clippers in the Pacific, says Chapman who adds:

"The average income of all fishermen in the clipper fleet last year was in excess of $6,000. A top-notch skipper can expect to make as much as $40,000 a year. It's a young man's game. It's moving fast and there is plenty of room for a man with ability, determination, and old-fashioned guts to make his mark. The million dollars is not just writer's talk; it's there to be made in pieces that large. And a good many young American men are setting out to do just that. As a typical example, take the four Fulham brothers, owners of Fulham Brothers Fish Company, of Boston, Mass. Just kids back from the war, with a father dead and with little hope for the small fishing business he had left to them, they decided to join forces and try out a new idea. They figured that the American housewife, instead of buying odd-sized chunks of frozen fish that had been fumbled over by the butcher, would like to buy a neat, one-pound package of boneless fillets that had standard high quality and had not been touched by human hands since it left the producer.

"The American housewife agreed in a big way, and their brand of one-pound frozen fillets has become famous throughout the big markets of the East and Middle West. In fact, during the last two years nearly the whole of the booming frozen-fish industry has switched to the one-pound package idea. The Fulham boys now own one of the most modern filleting plants on the Boston Fish Pier, have just established a new plant in Portland, Maine, and their boats fish as far down East as they need to go for the skyrocketing rosefish trade. They are just getting started.

"Or take Lowel Wakefield, owner of the Deep Sea Fishing Company, Seattle, back from the wars, determined to make his million from Bering Sea king crab. Every sensible old-timer said it couldn't be done. Lowel had the idea that the American market would pay a worthwhile price for king crab if it could get it ocean-fresh, and that he and his crew were tough enough to whip any ocean that raged. He scrounged, begged, borrowed capital where he could get it, and mortgaged everything he had, to buy the *Deep Sea* and outfit her with the latest mechanical and scientific devices."

well-earned rest, and fishing was much better when it was resumed after the war.

Because of the great demand for food, when hostilities ceased, the fishery became even more intense than it was before. Machinery and gear had improved, as they always do during war emergency, and the conservative fishermen, if they could afford it, added some of the improvements to their equipment. Even the small improvements, coupled with the healthy demand, proved enough to help fish the banks down to a low level even faster than before. A crisis was developing in this great industry because the marginal fishermen could no longer catch enough to make a living when (fortunately for the fish of the North Sea, even if it wasn't for the people) a second world war broke out and gave the fish a second much-needed rest. Now, five years after the second rest, a crisis is again developing, and there doesn't seem to be any immediate prospects of the countries involved getting together to reduce the intensity of fishing, which is obviously needed. So far, only a war has been able to bring that about. Three times during the last fifty years, one of the most productive fishing areas in the world and one exploited by people who are among the world's most enlightened has been fished down to the point where some fishermen have been forced out of the fishery.

ON the other side of the world during this same period, Japan had developed her fisheries from a typically primitive Asiatic activity to a highly mechanized and great industry. By 1940 Japan's vessels could be found fishing in every ocean of the world, and her 1½ million fishermen caught between 1/5 and 1/4 of all the fish produced. Critical examination of Japanese fishing records, since the war, revealed that many of the more vulnerable species were overfished there, too, but the Japanese government didn't officially recognize overfishing, so her fishermen had to fish harder and keep moving to more and more distant fishing grounds to maintain the total catch. World War II gave her fisheries a partial rest, too.

No other development that even remotely approached Japan's occurred in the Far East.

In the New World during this time, the United States developed a highly mechanized fishery on both its coasts, as has Canada. Both countries, as we shall see later, have had their experience too with the overfishing of certain important species.

In the southern hemisphere, significant developments have taken place, but in most instances these have been so recent that they can, for the most part, be dated from the end of World War II. South Africa has made great progress in the development of its fisheries, as have some other countries or territories in Africa. In Latin America, several countries that during the centuries have never considered themselves as fishing countries at all, now have sizeable and profitable fisheries, and the progress made in Australia, in some fields, at least, deserves special mention in any such review. With all this, the southern or ocean hemisphere still accounts for but a small part of the world's fish catch.

Turning for a moment to consider some of the more important species caught, we find that the principal fish at the turn of the century, herring, cod and haddock, still constitute an important part of the catch, but much more valuable catches are now made of other species.

The pilchard or sardine fishery has quickly grown to great proportions in many countries: Japan, Korea, India, some Mediterranean countries, and in the United States and Canada. After supplying large catches for many years, this species in one place after another has almost completely, though it is hoped temporarily, disappeared. No one knows for sure why these fish suddenly disappear; some feel it is because of overfishing by man, others are equally certain it is due to some of the vagaries of nature. Still others, in a spirit of compromise, suggest it may be a combination of both. One thing is certain: that the complete reason for the disappearance of the sardine is not known, though as we were rounding out the first half of this century, much effort was being expended to find out.

The salmon fisheries of the North Pacific have developed and come to ma-

(*Continued on page 20*)

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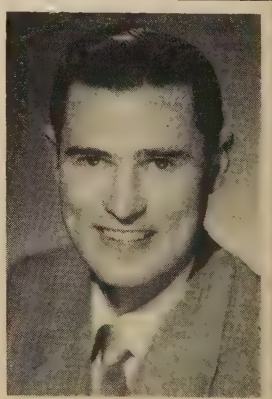

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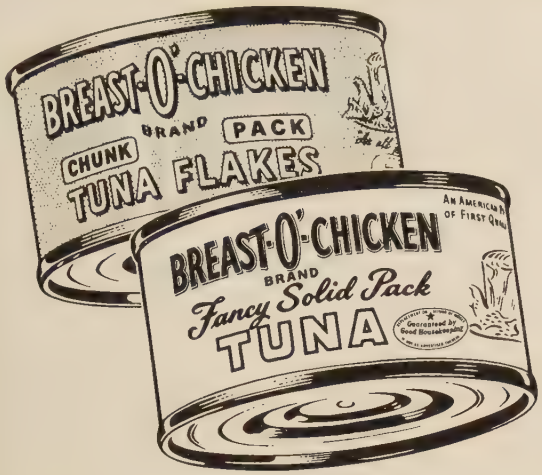

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SOME ASPECTS

(*Continued from page 18*)

turity during this period, and now constitute one of the most valuable fisheries in the world. In a much shorter time, the tuna fisheries have grown from nothing (as only a little while ago, in North America at least, tuna was considered unfit to eat) to a great and valuable industry, which in the last few years has challenged salmon as one of the leading ocean harvests. Besides its size and speedy growth, the tuna fishery is important because it has demonstrated unmistakably that a high seas fishery for a pelagic species is not only possible but can be highly profitable.

IN the field of equipment only a few notable advances, other than gradual mechanization, were made during this half century. One of the most significant was the introduction and the successful use of the factory or mother ship. This great discovery, with the development of refrigeration and the wireless telegraph, cut the apron strings that had held fishing and fishermen close to land. The great Antarctic whaling industry has been made possible by this advance, as have notable achievements in salmon, crab and other fisheries. The refrigerated packing ship that now delivers great cargoes of tuna from the tropical Pacific, or whalemeat from the Antarctic, to any port in the world in prime condition, is an offshoot of the factory-ship idea.

Some advances have also been made in fishing gear. The great purse seine operated from powered vessels, for example, has greatly increased the efficiency of capturing fish. This gear can, and has, caught more than 1,000 tons of fish at a single set. In general, however, in the field of improved fishing gear, the possibilities indicated for future development are more exciting than what was actually accomplished. At the mid-century mark, experiments were being carried on with a trawl designed to catch fish which are now known to exist in mid-layers of water, and some species have been successfully captured. Also, fish were being caught, experimentally at least, by electric impulses distributed in water. The inventors of both gears are optimistic of eventual success, but to date their effectiveness on a commercial scale for many species has not been fully demonstrated. These approaches, however, indicate the direction in which further developments might proceed.

But this will suffice as a brief review of the fisheries themselves, and of the industry during these years. Now I would like to examine for a moment what has happened in the field of fishery science or fishery management.

Science

In the field of fishery resource management or conservation as it is also known, there gradually unfolded during this period a new discipline, loosely known as fishery science. This really is not a separate science at all, but a combination of a number of older sciences including principally aquatic biology in all its aspects, and some chemistry, physics, hydrology, meteorology, mathematics, and always, as in every other science, a liberal sprinkling of good common sense. An essential additional arm to make this science effective in fishery management is a strong and enlightened fishery administration.

THE composite science, in spite of the difficult nature of the problem with which it deals, namely, the dynamics of organisms which you can't see or count and that spend their lives in an environment from which the scientist is barred, has made remarkable progress. As in other fields of study, the real progress can be centered around a few names; in this instance, the names of Johan Hjort, F. I. Baranov, Johannes Schmidt, and E. S. Russel have made great and lasting contributions, as have W. F. Thompson and Michael Graham at a somewhat later dates. There are a host of others almost as deserving, though less renowned.

The real impetus to the orderely development of this science was given, however, by the organization in Western Europe at the turn of the century, of a very remarkable body known as the International Council for the Exploration of the Sea. This Council, with headquarters in Copenhagen, boasted membership of nearly all the fishing countries that border the North Sea. The principal aim of the Council was to encourage research in fisheries, and to coordinate the efforts of scientists working independently in the various countries. The detailed studies made by fishery scientists under the auspices of this Council fill many volumes in their periodic publications and among these papers are the finest contributions existing in this science. The research arm of fishery science has made much more progress, in some instances, than its other arm of administration was prepared to utilize.

Either from the lead supplied by the work of this European Council and its member countries, or independently, other governments have made provision for the scientific investigation of their fisheries, and have made important contributions. Among these are Canada, the United States, Australia, Japan and

(*Continued on page 22*)

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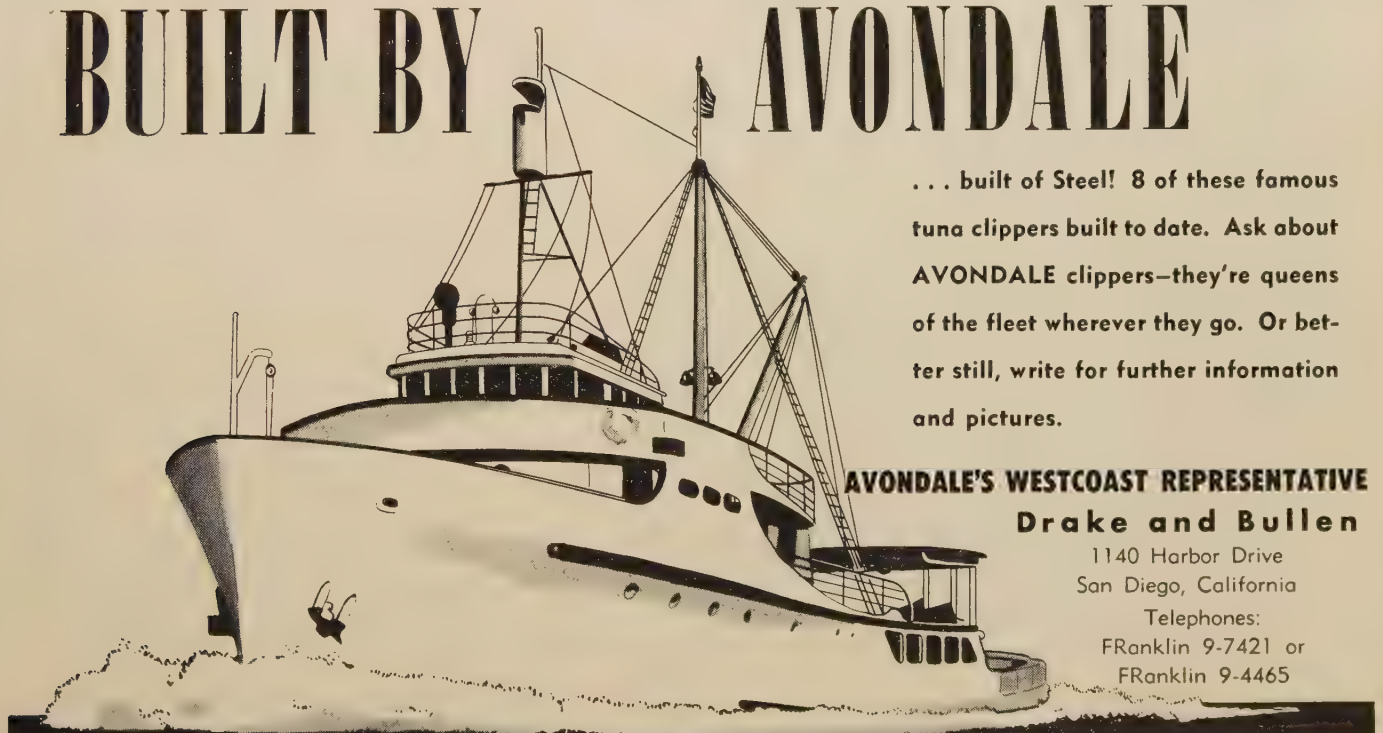

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SOME ASPECTS

(*Continued from page 20*)

others. Everywhere, as in the North Sea, the scientists studied and at times were in a position to recommend a course of action. Sometimes the legislators followed their advice, but more often they did not.

In a separate line of development, one extremely effective instrument for managing a commercial fishery was developed during the period under review. This was the international commission. I have already intimated that the new world has had its experience with overfishing some species, too. One such species is the halibut of the North Eastern Pacific. This fishery just began to grow at the turn of the century. By the 1920's the stock of halibut had been so reduced that it was fast becoming unprofitable for fishermen to continue fishing. Up to this point, this reads like any other overfishing story. What was unique in this instance, was, that something was done about it.

The United States and Canada, off whose coasts and by whose fishermen this fishery was prosecuted, jointly assumed the responsibility for the decline and jointly undertook to find a cure. The two governments, working together, entrusted the responsibility of investigation and management of this great international resource to a four-man commission, two of whom were appointed by Canada and two by the United States. These men were selected with care for their wisdom and impartiality, and they served without pay.

THE Commissioners in turn selected a staff of fishery scientists, who were asked to diagnose the troubles of the halibut fishery and when the trouble was found, to recommend a cure. In due time, the scientists reported that

(*Continued on page 24*)

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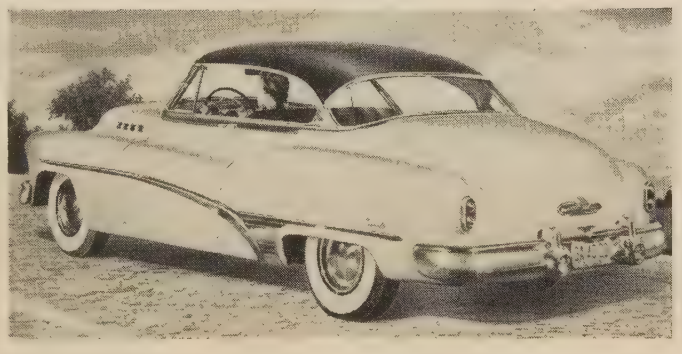

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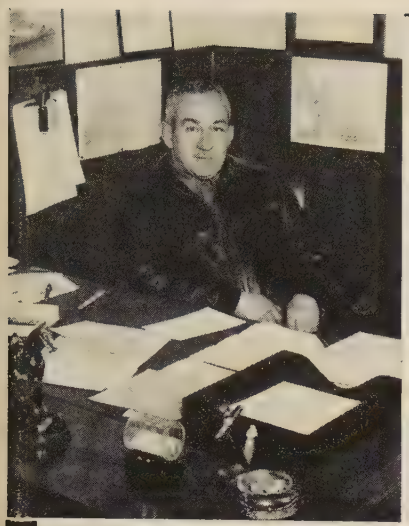

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SOME ASPECTS

(*Continued from page 22*)

they knew what was wrong and how this wrong could be remedied. It was necessary, within certain fairly well-defined bounds, they said, to limit the amount of fish taken in any year from the halibut banks. This would allow more fish to grow to a greater size and hence more would reach sexual maturity and more eggs would be produced. To limit the catch of fish, the nationals of both countries would have to operate under the same regulations, and the regulations would have to be flexible so they could be changed as necessity demanded.

The scientific evidence showing the causes of the decline and the expected effect of the regulations recommended, was so convincing that it not only satisfied the Commissioners but the fishermen, too. The latter had been regularly consulted during every stage of the investigations, and they went enthusiastically along. The Commissioners asked their respective governments for the authority to regulate the halibut fishery. This authority was granted. The rest of this great success story is well known. Each year a pre-determined amount of fish, somewhat less than that taken during the early high productive days of the fishery, is allowed to the fishermen. When this amount is reached, the halibut fishery stops. The stocks of fish have built up to a high level and under this supervision can be held at that level or increased or decreased as necessity demands, by regulating the fishing intensity. A great international food resource was being successfully and scientifically managed.

This international commission approach proved so successful that the United States and Canada established a second commission to deal with the sockeye salmon of the Fraser River, another species which is fished by nationals of both countries, and which was badly reduced in numbers. This Commission, consisting this time of six men, three from each country, was established in 1937. Investigations were carried on for 8 years, then the Commission was granted the authority to regulate. They have now regulated the fishery on the basis of their investigations for three years. There is every indication that the success story of the halibut will be repeated.

The U. S. has recently negotiated treaties with Mexico and with Costa Rica which provide for similar commissions to carry on joint investigation by these countries of the tuna fisheries and the tuna bait fisheries which occur off their coasts. A third international commission has been proposed to regu-

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late the ground fisheries of the North West Atlantic. As many countries, both European and North American, participate in this fishery, it will be necessary for all the governments to become party to the treaty to make the regulations effective. No provision is made for investigation by this commission, however. Investigations are to be carried on individually by member governments. Whether this system will work as well, as when investigation and regulation are both the responsibility of the same body, remains to be seen.

ANOTHER recent development worthy of note is the organization under the auspices of the Food and Agriculture Organization of the United Nations, of the Indo-Pacific Fisheries Council in South East Asia for "the development and proper utilization of the living aquatic resources" in this area. This Council, which is scheduling its second annual meeting during April of this year, will inherit the rich legacy of experience and techniques developed by the older North Sea Council, on which to build its researches. The Indo-Pacific Council has extended its field of interests to include fishery technology as well as fishery biology. In this respect, it has a wider interest than the older Council.

FAO initiated the organization of another similar Council in the Mediterranean area, but this Council was not yet in operation at the turn of the year.

In general we can report that fisheries science has come of age. It should be able to make some notable contributions in the development, husbanding and wise use of aquatic food resources in the days ahead.

How Important Are the Fisheries?

One of the most important developments of the last half century, and one that has not generally received the attention that it deserves, is that during this period the human population of our, not so very big, earth has increased by 800 million souls. This great increase should not be taken lightly. It has all taken place during the lifetime

(*Continued on page 26*)

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of a man of middle age, that is, during the lifetime of many of us here. The more people there are, the more food is required and 800 million people need a lot more food. Although our earth has been very bountiful and has responded to man's ingenuity to increase its crops, this bounty is not infinite. There is a definite and very finite relationship between man and his available food supply and this relationship should constantly be kept under review.

At the present time, about 2/3 of the world's people are regularly undernourished and there are always some that are faced with out and out starvation. This is quite apart from the occasional large scale regional famines. I am mentioning this gruesome fact only to point out that right now there is a heavy imbalance between man's food needs and what is being produced. The consequence of this imbalance is at times locally obscured by apparent overproduction in certain limited areas, but these relatively small local surpluses would by no means make up the general deficit, although if they could be distributed to the needy, they would help.

According to recent figures published by the United Nations, the population of the world in 1950 stands at approximately 2,400 millions. According to the Food and Agriculture Organization of the United Nations, the annual world fish production now is approximately 20 million metric tons. This, translated to pounds, amounts to about 20 pounds of fish per person per year. Neither the total amount of fish caught, nor the per capita consumption are particularly impressive. I should add, however that much more fish is consumed in some parts of the world than in others, and in the densely populated rice-eating countries fish is particularly important, as it supplies the only significant source of animal protein available to most of the people.

What of the Future?

ACCORDING to demographers, it is just about as certain, barring unforeseeable catastrophes, that the world population will increase by about 900 millions during the next 50 years as that it increased by a slightly smaller amount during comparable time just passed. That means that during the lifetimes of at least some of us here, both food and living space will have to be shared with between 5 and 6 times as many additional people as there are in the United States and Canada combined right now. This is a subject that is well worth some sober reflection. But how does that affect world fisheries?

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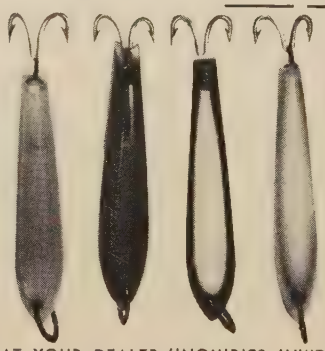

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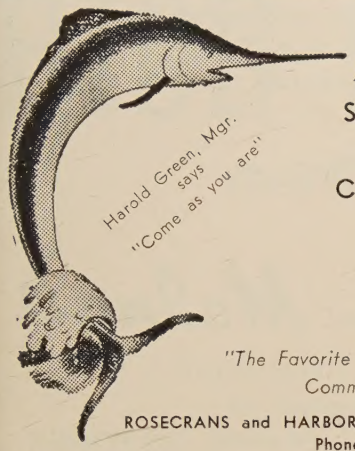
lihood long before he learned how to farm. When he did learn to raise crops, he chose, in most instances, that method of making a living over fishing. As a farmer, he could stay with his family; he didn't have to put up with hardships at sea and, in general, there was a much better chance that his crops would prosper, than that he would always find fish, and good weather to fish them, at the same time. The only places that fishing has continued at all as a major activity are in densely populated island countries like the United Kingdom and Japan where there wasn't enough land to go around, and in countries and territories where the weather was too rigorous or there wasn't much land suitable for agriculture. It is not entirely by accident that countries such as Norway, Iceland and the new Canadian province of Newfoundland and such areas as New England, Alaska and Siberia are among the most active fishing localities in the world. When man couldn't farm, he had to fish.

Students of land use tell us that now in 1950, most of the good land of the world is already under cultivation, and quite a bit of marginal land is, too. Even this has not proved to be enough. Of course, there is still much marginal land, on some continents at least, that can be pressed into service. Also, man can continue to improve his farm techniques and can apply his known techniques more widely. However, it is proving to be a very difficult task to produce what is needed right now, far less keep up or ahead of the regularly increasing number of humans. This would be a gloomy prospect indeed if there wasn't a new and largely unexplored frontier to which we still can turn.

(To Be Continued)



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